



2017 Legislative Funding & 2018-2022 Program Impacts

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17NEW Projects

- FY2018 – FY2022 “New Money” includes:
 - One-Time increase in Trunk Highway Funds (\$134 M)
 - New Non-Designated Bonds (\$640 M)
 - Corridors of Commerce Trunk Highway Funds (\$50 M)
 - Corridors of Commerce Bonds (\$300 M)
- FY2018 – FY2022 “Additional Capacity” includes:
 - Previous Non-Designated Bonds Releases (\$85 M)
 - Previous Corridors of Commerce Bonds Release (\$19 M)
 - Carryover Federal Funds (\$60 M)

FY18-22 Capital Program Funding

Revenue Source	FY2018	FY2019	FY2020	FY2021	FY22-FY26	Program
Regular Program and New Program Funding						
Regular State Road Construction (SRC)	\$911 M	\$842 M	\$842 M	\$842 M		Regular Program \$3.5 B
Carryover (FY18 ELLAs funded in FY17 & End of Year adjustments)	\$60 M					
Chapter 152 Bond Release	\$35 M	+\$25M				**17NEW** \$1.0 B
Chapter 5 Bond Release		\$25 M				
Chapter 3 One-Time Increase in SRC	\$92 M	\$42 M	\$23 M	\$7 M		
Chapter 3 Bonds	\$100 M	\$100 M	\$220 M	\$220 M		
Corridors of Commerce						
Chapter 117 Bonds (approved for I-35W MnPASS)	\$19 M					CoC I \$19 M
Chapter 3 TH Funds	\$25 M	\$25 M	\$25 M	\$25 M		CoC 3 \$400 M
Chapter 3 Bonds	\$50 M	\$50 M	\$100 M	\$100 M		

Regular Program includes: Federal and State SRC, Chapter 152 Program

2017 New Funding (17NEW) includes: Chapter 3 One-Time SRC, Chapter 3 Bonds, Uncommitted Chapter 152 and Chapter 5 Bonds

Corridors of Commerce I includes: Chapter 117 Bonds

Corridors of Commerce III includes: Chapter 3 CoC TH Funds, and Chapter 3 CoC Bonds

New Money Distribution

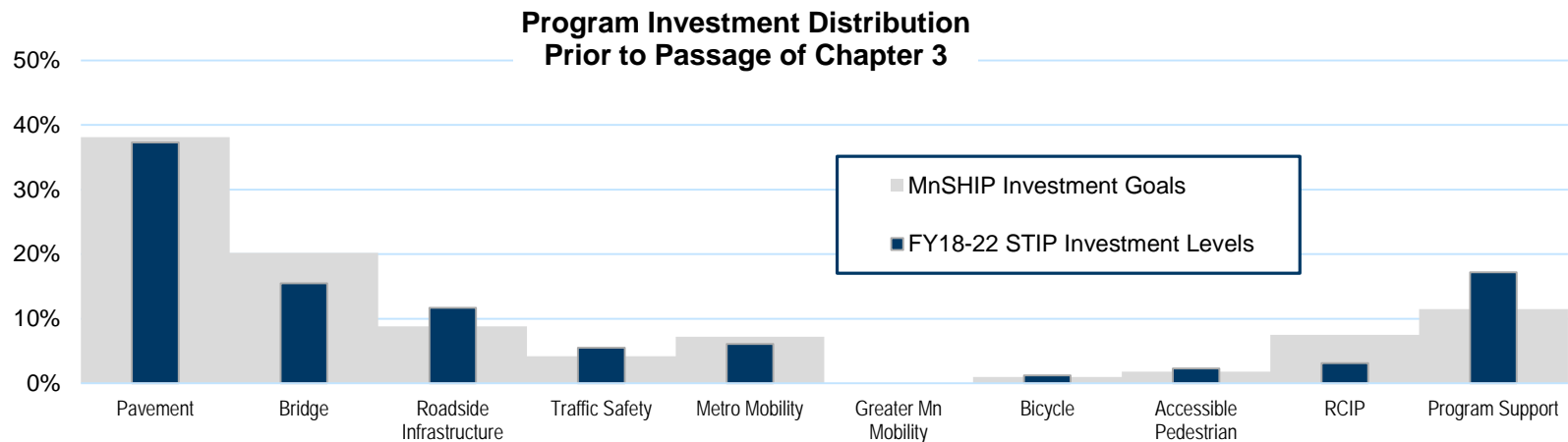
- Distribution based on existing distribution formulas for District Risk Management Program and Statewide Performance Programs.

Distribution of Estimated \$960 M (Does not include Corridors of Commerce Funding)										
	D1	D2	D3	D4	D6	D7	D8	MD	SW	Total
District Project Target	\$115 M	\$53 M	\$86 M	\$56 M	\$90 M	\$93 M	\$50 M	\$406 M	\$12 M	\$960 M

Project Target includes funds for Construction Cost, Project Delivery, Construction Engineering, Incentives, and Right-of-Way

MnDOT's Typical Project Selection Process

- MnDOT's 20-year [Minnesota State Highway Investment Plan](#) (MnSHIP) provides direction on the types of highway investments to make if current revenue sources are not changed.
- Based on pre-2017 funding levels and following MnSHIP investment direction, MnDOT selected projects for 2021 and added them to the [2018-21 Statewide Transportation Improvement Program](#) (STIP), which was approved by MnDOT in August of 2017.



Project Selection When Funding Increases

- When funding becomes available at levels higher than estimated by MnSHIP, MnDOT is able to select more and larger projects.
- Funding that is long-term and predictable allows MnDOT to plan for longer-life-preservation and capacity-building projects.
- When funding is one-time and continued funding is uncertain, MnDOT must first address the backlog of asset preservation needs to assure the preservation of the system for the future.

Project Selection When Funding Increases

- For the funding made available in fiscal years 2018 to 2022, MnDOT followed its plans for receiving new money:
 - **MnSHIP**
 - **NexTen**
 - **Risk Assessment**

Investment Priorities

- Long-term pavement preservation projects to improve pavement condition and remaining service life
- Additional bridge repairs and replacements
- Initial investments in major urban corridor projects
- Other priority investment areas that were funded below the MnSHIP levels
- Areas identified by Districts as risks within their existing program

Project Selection

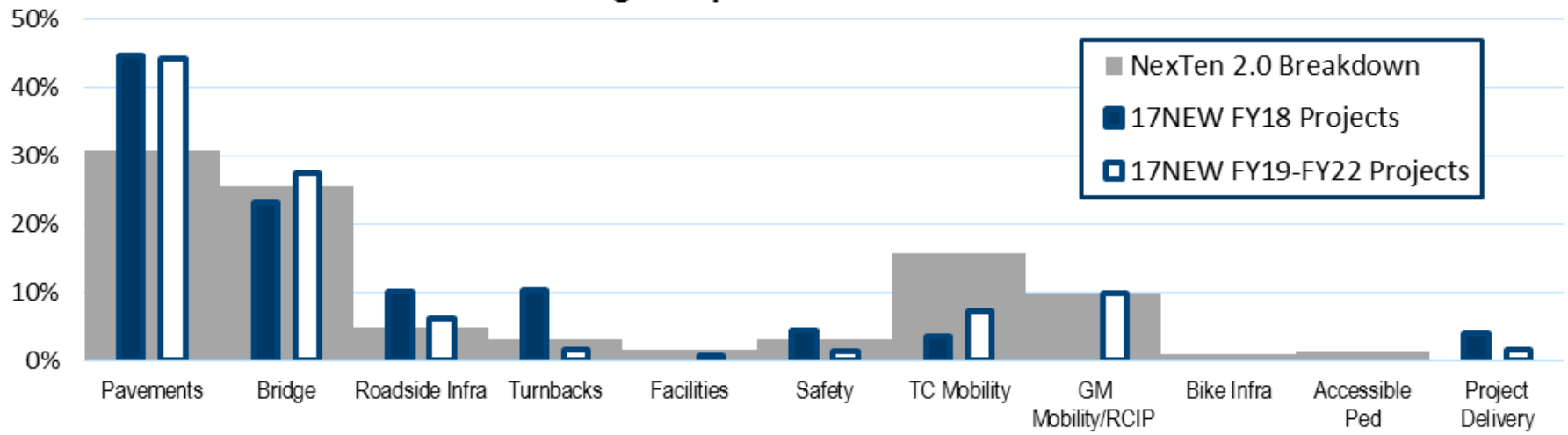
- The pavement and bridge management systems
- The systems made recommendations for projects that could be upgraded or added
- District staff with the assistance of central office specialists reviewed the results
- District Engineers made the final determination

Public and Stakeholder Involvement

- Projects for state fiscal year 2018 were selected based upon prior public and stakeholder input.
- Where local partners could not accommodate an accelerated schedule, those projects were not chosen for 2018.
- Project candidates for state fiscal years 2019-2021 or beyond are being vetted by the Districts
- Projects for Corridors of Commerce will be selected following the process in Minnesota Statutes, 161.088 and announced in January 2018.

Investment of the 17NEW Money

17NEW Funding Compared to NexTen 2.0 Breakdown



Timeline for Adding New Projects

- September 2017 – FY2018-2021 STIP Approved by FHWA
- October 2017 – New FY2018 Projects added to STIP
- Fall/Winter 17/18 – Districts seek Stakeholder input
- January 2018 – Preliminary List of FY19 – FY22 Projects
- January 2018 – Corridor of Commerce Projects Selected
- April 2018 – All New Projects in the draft FY2019-FY2022 STIP